

Element Performance Inspection (EPI)

5.1.9 RVSM Authorization (AW)

Purpose of this Element (Air Carrier's responsibility):

Prior to assigning an aircraft to operate in Reduced Vertical Separation Minimum (RVSM) airspace, the Air Carrier ensures that it has been properly equipped, maintained, and is capable of being operated in RVSM airspace with the assurance of continuous navigational reliability.

Objective (FAA responsibility): To determine if the Air Carrier follows its RVSM Policies and Procedures.

Specific Instructions for this EPI: To accomplish this EPI the inspector shall verify the Air Carrier follows its policies and procedures for RVSM programs to include tooling utilized to maintain aircraft. The inspector shall verify that only trained and qualified personnel perform maintenance on RVSM aircraft. The inspector shall verify technical data being used for RVSM is current. The inspector shall verify the Air Carrier reports all system failures/abnormalities with the RVSM system to the FAA/Certificate Holding District Office.

Related EPIs:

1.1.1	Aircraft Airworthiness (AW)	1.3.14	General Maintenance Manual / Equivalent
1.1.2	Appropriate Operational Equipment (AW)	1.3.15	Reliability Program (AW)
1.2.1	Airworthiness Release /Logbook Entry	1.3.19	Lower Landing Minimums (LLM) (AW)
1.2.2	Major Repairs and Alterations Records	1.3.20	Engine Condition Monitoring (AW)
1.2.3	Maintenance Log / Recording Requirements (AW)	1.3.21	Parts Pooling (AW)
1.2.4	MIS Reports (AW)	1.3.22	Parts Borrowing (AW)
1.2.6	Aircraft Listing (AW)	1.3.23	Short-Term Escalations (AW)
1.3.1	Maintenance Program (AW)	2.1.1	Manual Currency (AW / OP)
1.3.2	Inspection Program (AW)	2.1.2	Content Consistency Across Manuals
1.3.3	Maintenance Facility / Main Maintenance Base (AW)	2.1.3	Distribution (Manuals) (AW / OP)
1.3.4	Required Inspection Items (RII) (AW)	2.1.4	Availability (Manuals) (AW / OP)
1.3.5	MEL / CDL / Deferred Maintenance (AW)	4.1.1	RII Personnel (AW)
1.3.6	AD Management (AW)	4.2.1	Maintenance Training Program (AW)
1.3.7	Outsource Organization (AW)	4.2.2	RII Training Requirements (AW)
1.3.8	Control of Calibrated Tools and Test Equipment (AW)	4.4.1	Recency of Experience (AW)
1.3.9	Engineering / Major Repairs and Alterations (AW)	4.4.2	Display of Certificate (AW)
1.3.10	Parts / Material Control / SUP (AW)	4.4.3	Privileges Airframe and Powerplant
1.3.11	Continuous Analysis and Surveillance (CAS) (AW)	4.4.4	Privileges and Limitations for Repairmen
		5.1.1	Line Stations (AW)
		5.1.8	Extended Range Operations with Two-Engine Airplanes (ETOPS) (AW)

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To meet this objective, the inspector will accomplish the following tasks (at the inspection locations where applicable):

1. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this EPI.
2. Review the associated SAI, with emphasis on the Controls Attribute section.
3. Review the policies and procedures related to RVSM.
4. Discuss RVSM procedures with appropriate personnel.
5. Review and assess appropriate records of the RVSM process.

To meet this objective, the inspector will answer the following questions:

1. Were the following performance measures met:

1.1 The Air Carrier has complied with the RVSM provisions of the Operations Specifications D092.

☐ YES If no, explain:
☐ NO

1.2 The Air Carrier's RVSM maintenance personnel are trained and qualified in accordance with its policies and procedures.

☐ YES If no, explain:
☐ NO

1.3 The Air Carrier has maintenance accomplished in accordance with the standards of the RVSM maintenance program.

☐ YES If no, explain:
☐ NO

1.4 The Air Carrier's RVSM maintenance technical documents were available to RVSM maintenance personnel.

☐ YES If no, explain:
☐ NO

1.5 The Air Carrier notified the CHDO of any system failures or abnormalities in accordance with its policies and procedures.

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.6 The Air Carrier audits the RVSM process to ensure policies and procedures are followed.

☐ YES If no, explain:
☐ NO

2. Were the RVSM policies and procedures followed?

☐ YES If no, explain:
☐ NO

3. Were the RVSM controls followed?

☐ YES If no, explain:
☐ NO

4. Did the records comply with the Air Carrier's RVSM policies and procedures?

☐ YES If no, explain:
☐ NO

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SUPPLEMENTAL INFORMATION

SRRs:

- 14 CFR 91.703 (a), “Operations of civil aircraft of U.S. registry outside of the United States.”
- 14 CFR 91.706, “Operations within airspace designed as Reduced Vertical Separation Minimum Airspace.”
- 14 CFR 121.375, “Maintenance and preventive maintenance training program.”

Other CFRs and FAA Guidance:

- FAA Order 8300.10, App. 4, FSAW 97-14, “Additional Maintenance Requirements for Operational Approval of Operators Requesting RVSM Approval.”
- HBAT 00-03, “NAT/MNPS and RVSM airspace flight level changes to the operations specifications, B039 and B046.”
- HBAW 00-04, “NAT/MNPS and RVSM airspace flight level changes to the operations specifications, B039 and B046.”
- 91-RVSM, “Approval of Aircraft and Operators for Flight in Airspace Above Flight Level 290 Where a 1,000 Foot Vertical Separation Minimum is Applied.”¹
- North Atlantic MNPS Airspace Operations Manual – Seventh Edition.
- Federal Register 65 FR 5935, “Reduced Vertical Separation Minimum (RVSM).”
- Refer to Advisory Circulars using a search engine (such as ATP Navigator or Summit).

¹ 91-RVSM is a memorandum dated APR 7, 1994 that provides interim guidance material on the approval of Air Carriers/aircraft for RVSM operations.